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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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1. The 1954 production quota, which called for 25 motor freighters and 4 river ice-breakers, in addition to the dredge construction program, was changed in early December 1953. The new program called for the construction of 2 river ice-breakers and about 20 refrigerator vessels, in addition to the dredge construction program, which had planned three dredges in 1953 and 4 dredges in 1954. The refrigerator vessels were planned to be built by the Boizenburg shipyard. However, since Boizenburg had received an order to build large refrigerator ships of about 1,000 tons in 1954, Rosslau was ordered to construct the drifter-size refrigerator vessels.
2. One of the dredges to be built in 1953 was scheduled to be taken over by the USSR on reparations account. Another two dredges were to be paid for. Since the completion of the dredges at the Peenewerft in Wolgast was made difficult by the alterations demanded by the Soviets, and by the bad work done by the shipyard workers, the detail sent to Wolgast from Rosslau had to help with the completion work. Since the Soviets insisted that the acceptance of the dredges be no later than 28 December 1953, all efforts were made to start the dredging tests before late December. The workers were promised a bonus of 200 eastmarks each and an additional 70 eastmarks as compensation for holidays. Realizing the difficulties of the shipyard management, the construction party of 200 men asked for a bonus of 400 eastmarks per person, and started "go-slow tactics" to enforce this demand.

SECRET

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